



TO: John McDonough, City Manager

FROM: Garrin M. Coleman, P.E., Public Works Director

DATE: March 7, 2016 for Submission onto the Agenda of the March 15, 2016, City Council Work Session

ITEM: Review Concepts of a Walkable and Livable Hammond Drive between Glenridge Drive and Ashford Dunwoody Road

Background:

On May 14, 2015, the Cities of Sandy Springs and Dunwoody selected Gresham, Smith and Partners to undertake a multimodal corridor study of Hammond Drive. The purpose of this study is to optimize the proposed cross-sections along Hammond Drive between Glenridge Drive and Ashford Dunwoody Road to serve all road users, cyclists and pedestrians. A traffic analysis was carried out as well as Employee-Commuter desire line mapping. The resulting road sections were developed after a series of meetings between the Cities and the Perimeter Center Improvement District (PCID). The next step in the study process is to solicit public input. A public information open house (PIOH) will be held at Dunwoody City Hall. A date for the PIOH has not been set.

Discussion:

The attached presentation provides a brief overview of the Hammond Drive Corridor Study Project commissioned by the Cities of Sandy Springs and Dunwoody and the resulting typical cross-sections and presentation materials. The study objective is to determine the desired sections moving forward which will be used for guiding future development. The goal is to establish a walkable/livable center for residents, employees, patrons, visitors, etc.

Four cross sections are currently proposed inside the City. Brief descriptions are below:

- A. Glenridge Drive to Barfield Road
Maximum width of 116 feet; four 11 foot lanes, 6 foot wide sidewalk and 10 foot wide raised cycle track.
- B. Barfield Road to Concourse Parkway
Total width of 130 feet; nine 11 foot lanes, 5 foot wide sidewalk and 12 foot wide multi-use path and bridge.
- C. Concourse Parkway to Peachtree Dunwoody Road
Total width of 135 feet; six 11 foot lanes, 5 foot wide bike lane, 6 and 8 foot wide sidewalk and 10 foot wide raised cycle track.
- D. Concourse Parkway to Peachtree Dunwoody Road
Total width of 135 feet; six 11 foot lanes, 5 foot wide raised bike lane, 8 foot wide sidewalk.

PUBLIC WORKS

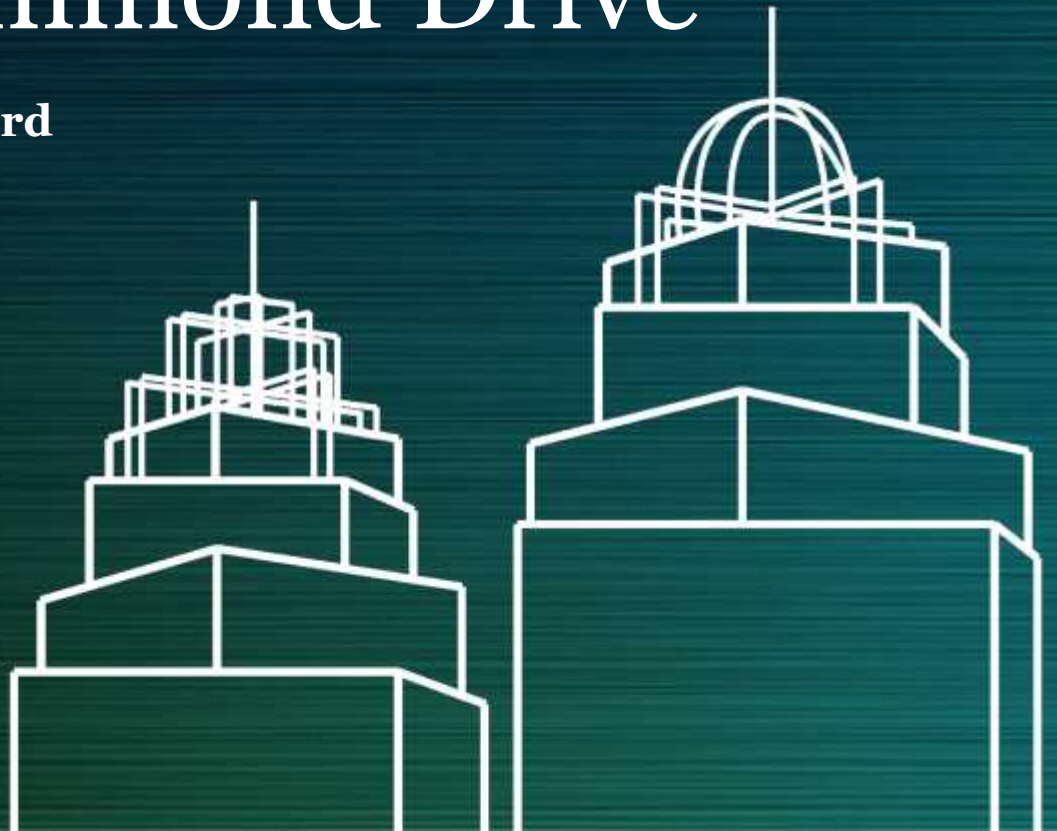
Attachments:

- I. Concepts of a Walkable and Livable Hammond Drive Presentation

Review Concepts of a Walkable and Livable Hammond Drive

(Between Glenridge Drive and Ashford Dunwoody Road)

March 15, 2016

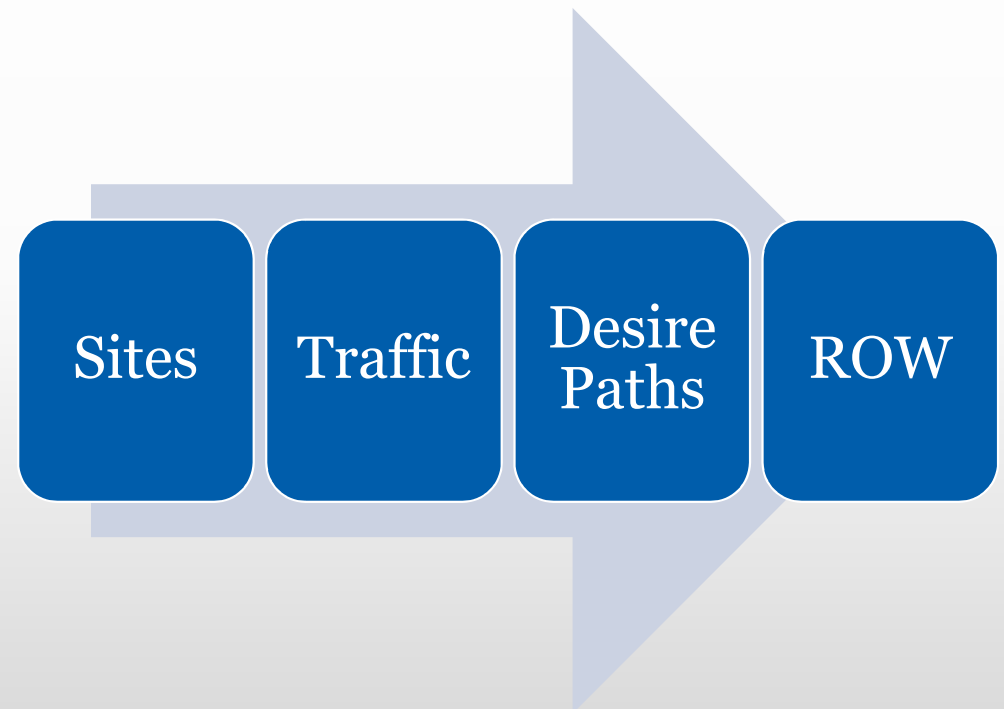


Introduction

- **The effort is a partnership among the Cities of Sandy Springs and Dunwoody, along with the Perimeter CIDs.**
- **The project objective is to determine the desired corridor configuration to guide future development.**
- **The goal is to establish a walkable/livable center for residents, employees, patrons, visitors, etc.**
- **A public information open house (PIOH) is planned for mid-to-late April at Dunwoody City Hall.**

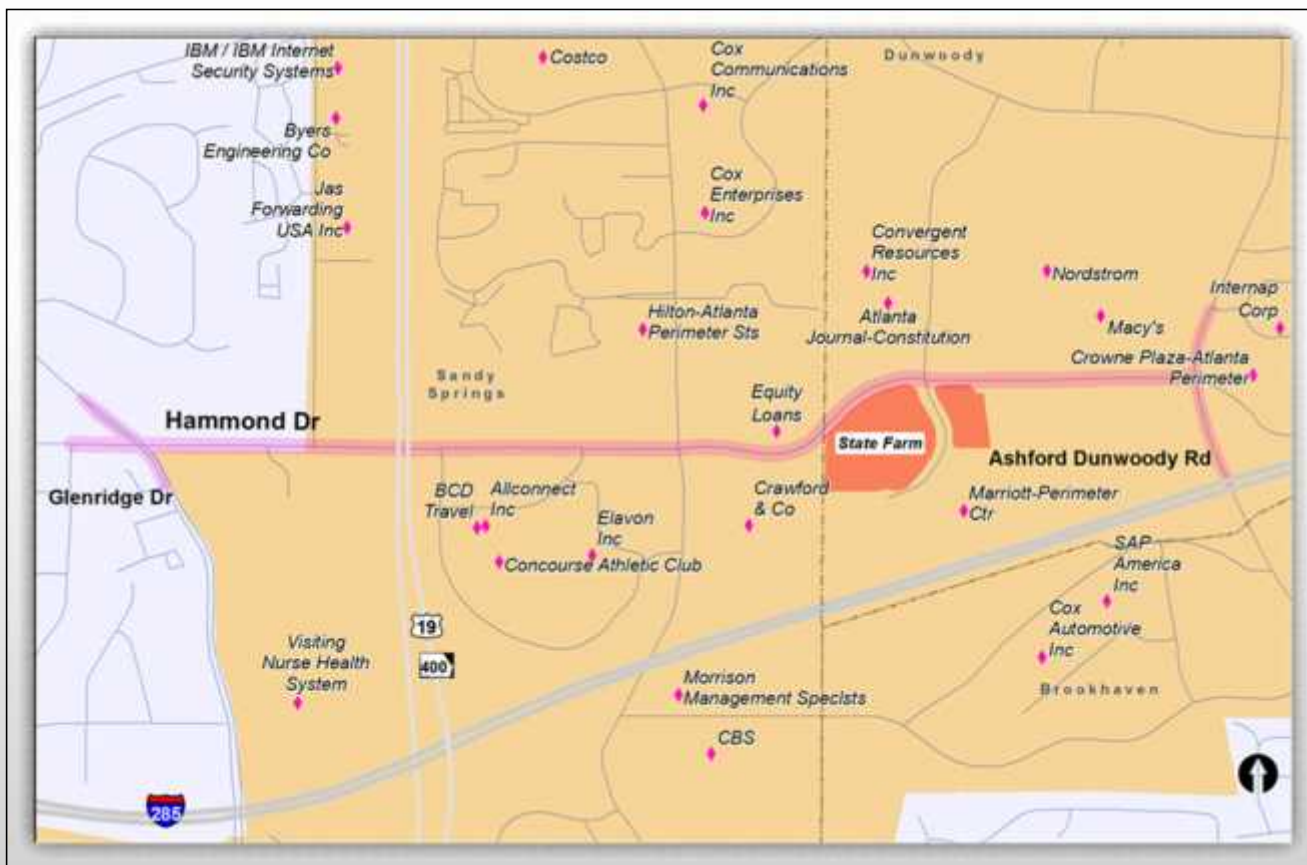
Design Inputs for Proposed Typical Roadway Cross-Sections

- **Major Employment Sites**
- **Traffic Analysis and Levels of Service**
- **Employee-Commuter Desire Paths**
- **Right of Way Constraints**



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Major Employer Sites



Development Assumed in Traffic Study

Land Use	Amount
Office (square feet)	4,542,858 sq. ft.
Retail (square feet)	546,500 sq.ft.
Restaurant (square feet)	170,000 sq.ft.
Apartment (units)	1,930 units
Condominium (units)	2,850 units
Senior Housing (units)	100 units
Hotel (rooms)	900 rooms

Over 5 million square feet of commercial space, 4,880 residential units, and 900 hotel rooms of additional development were assumed in traffic analysis.

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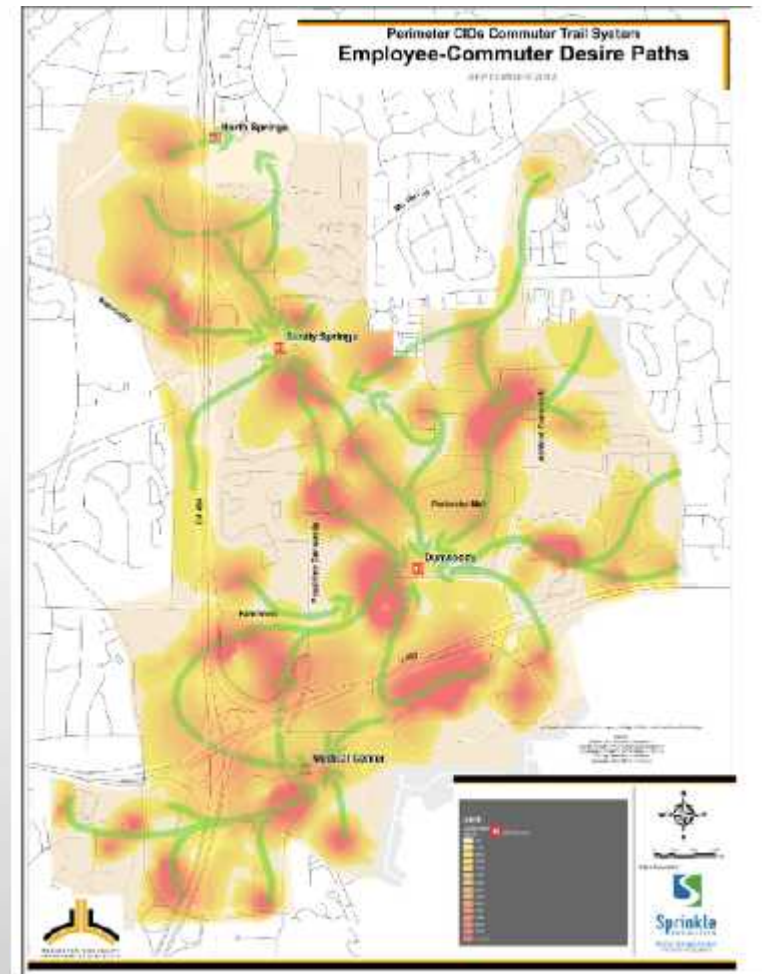
Existing and Future (2035) Roadway Levels of Service (Without Corridor Improvements)

Intersection		Existing (2015)		Year 2035	
		AM Peak	PM Peak	AM Peak	PM Peak
1	Hammond Drive/Glenridge Drive	D	F	F	F
2	Hammond Drive/Barfield Road	C	B	C	E
3	Hammond Drive/SB SR 400 Off-Ramp	B	A	C	A
4	Hammond Drive/NB SR 400 On-Ramp	B	D	B	F
5	Hammond Drive/Concourse Parkway East	B	B	C	C
6	Hammond Drive/Peachtree Dunwoody Road	D	E	F	F
8	Hammond Drive/Oxford Driveway	B	B	B	C

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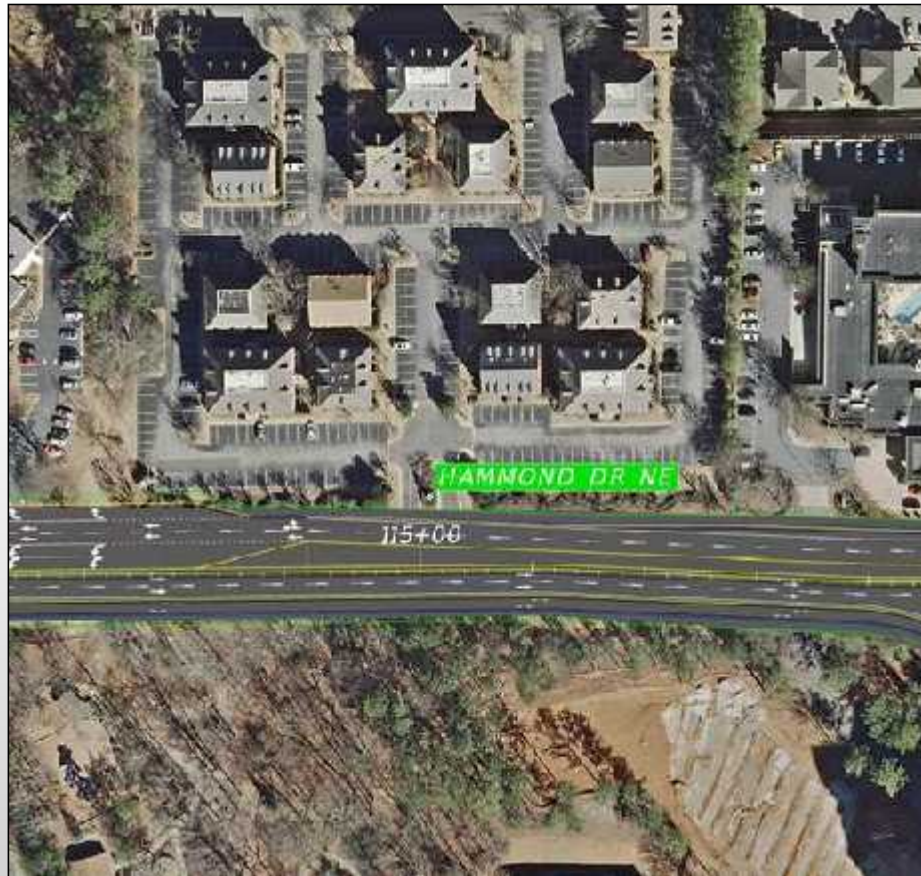
Employee-Commuter Desire Paths

- **Green arrows show the desire paths connecting the most populated origins to the most popular destinations**



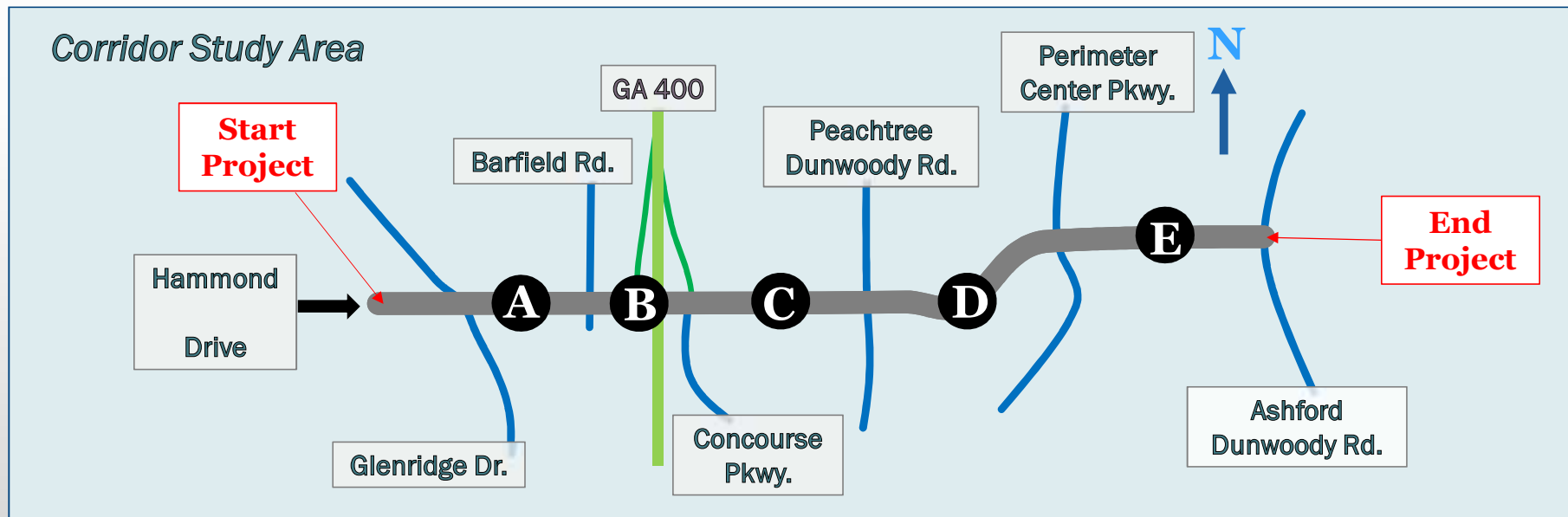
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Right-of-Way Constraints (Cross Section A)



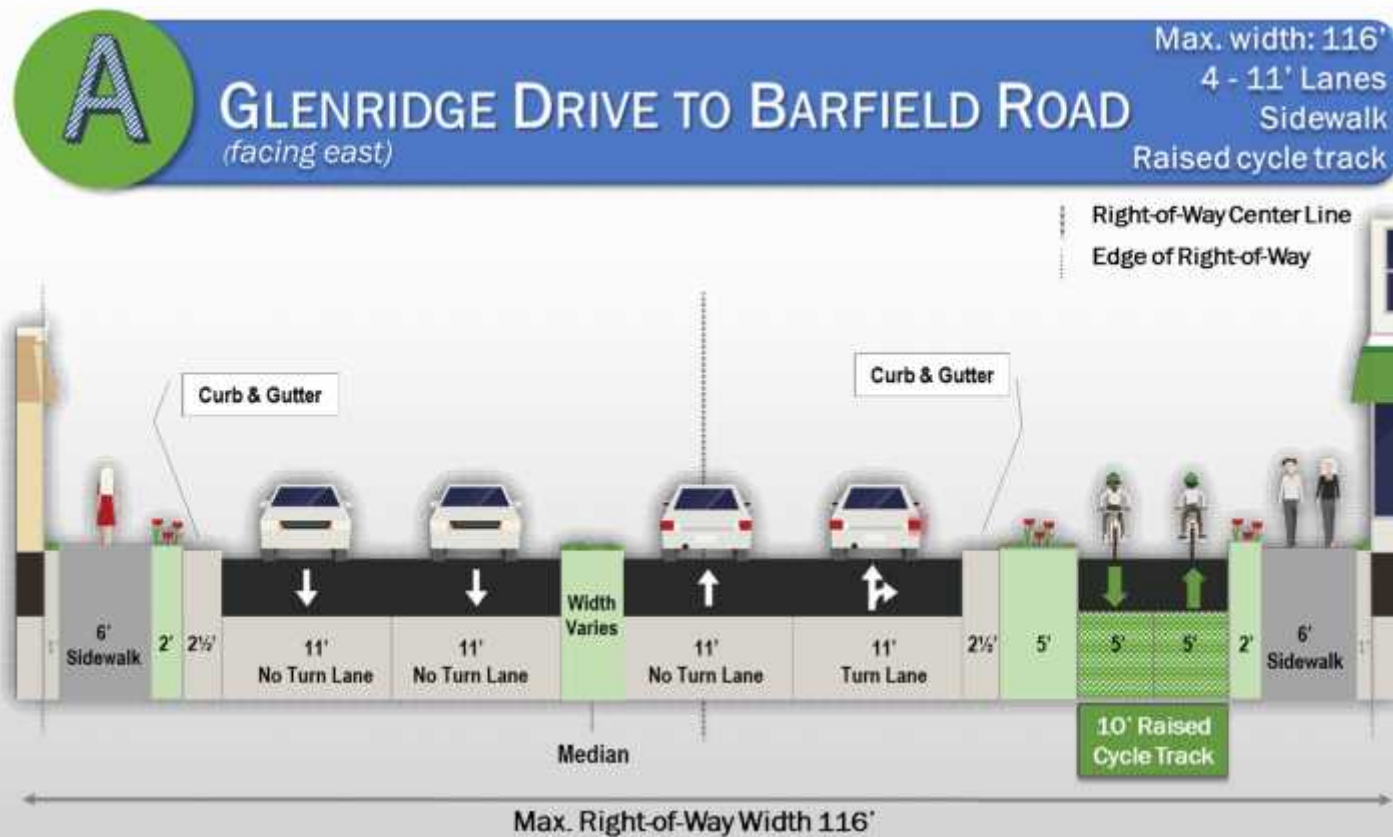
Typical Roadway Cross-Sections

The study corridor is Hammond Drive from Glenridge Drive in Sandy Springs to Ashford Dunwoody Road in Dunwoody.



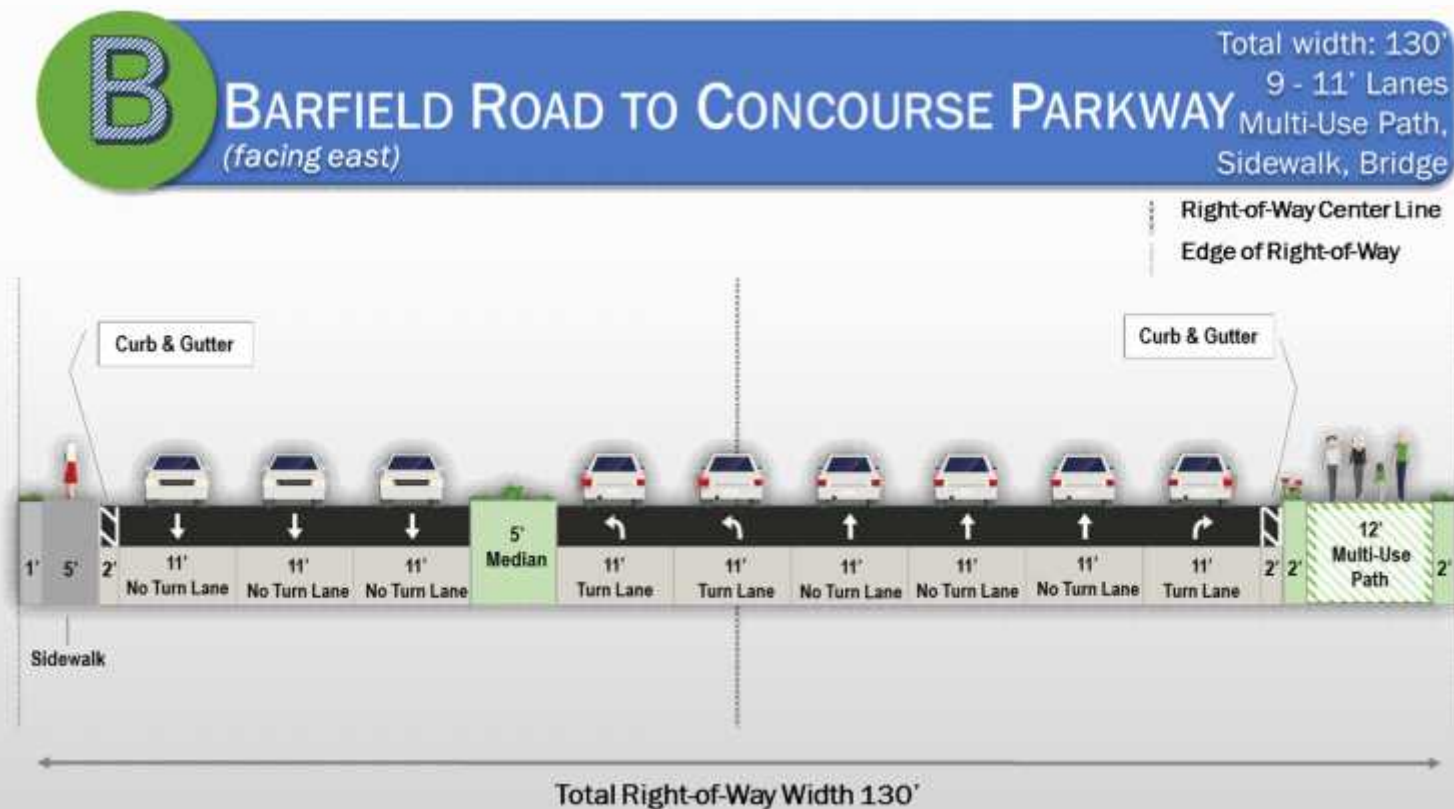
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Typical Roadway Cross-Section A



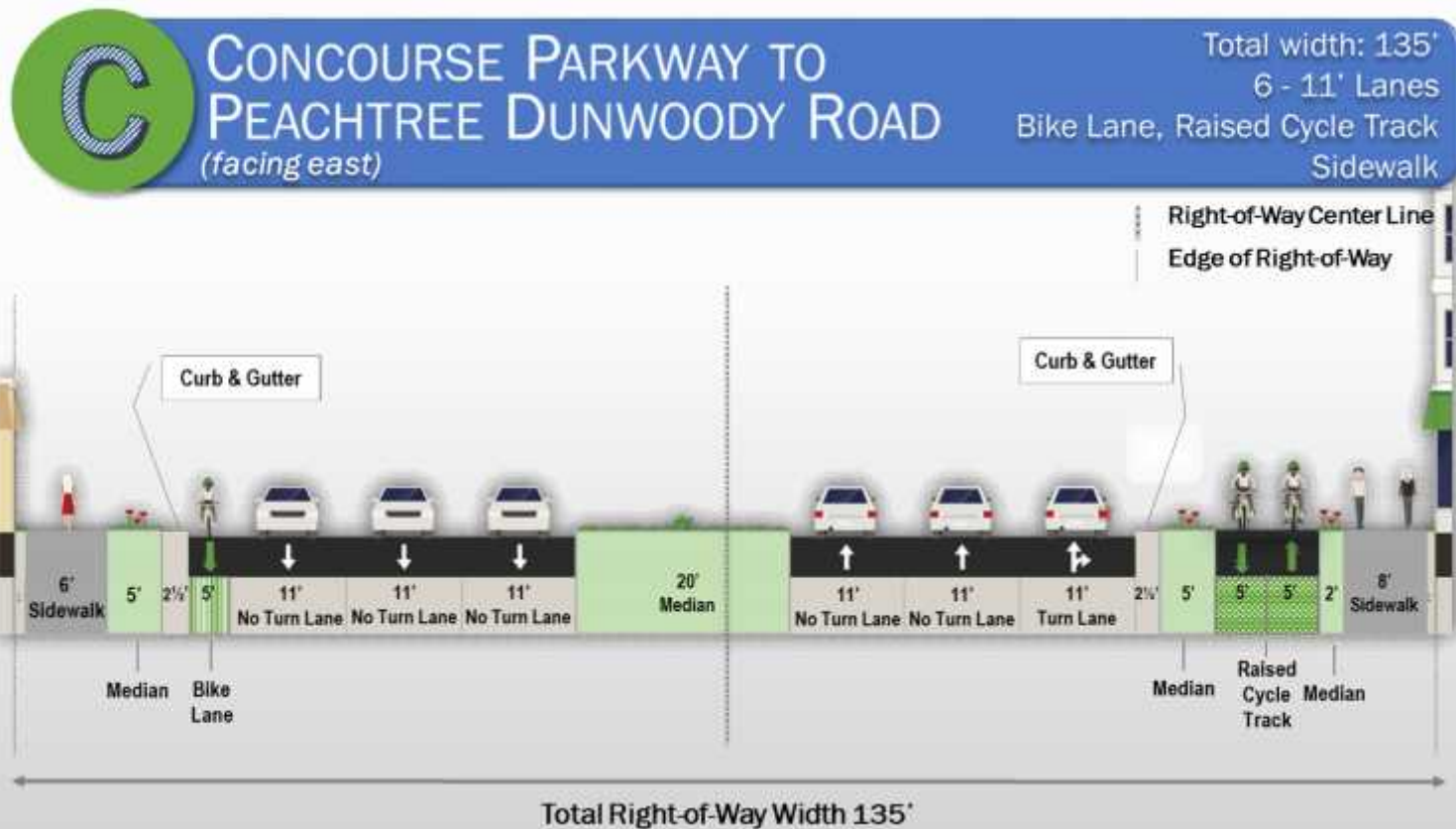
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Typical Roadway Cross-Section B



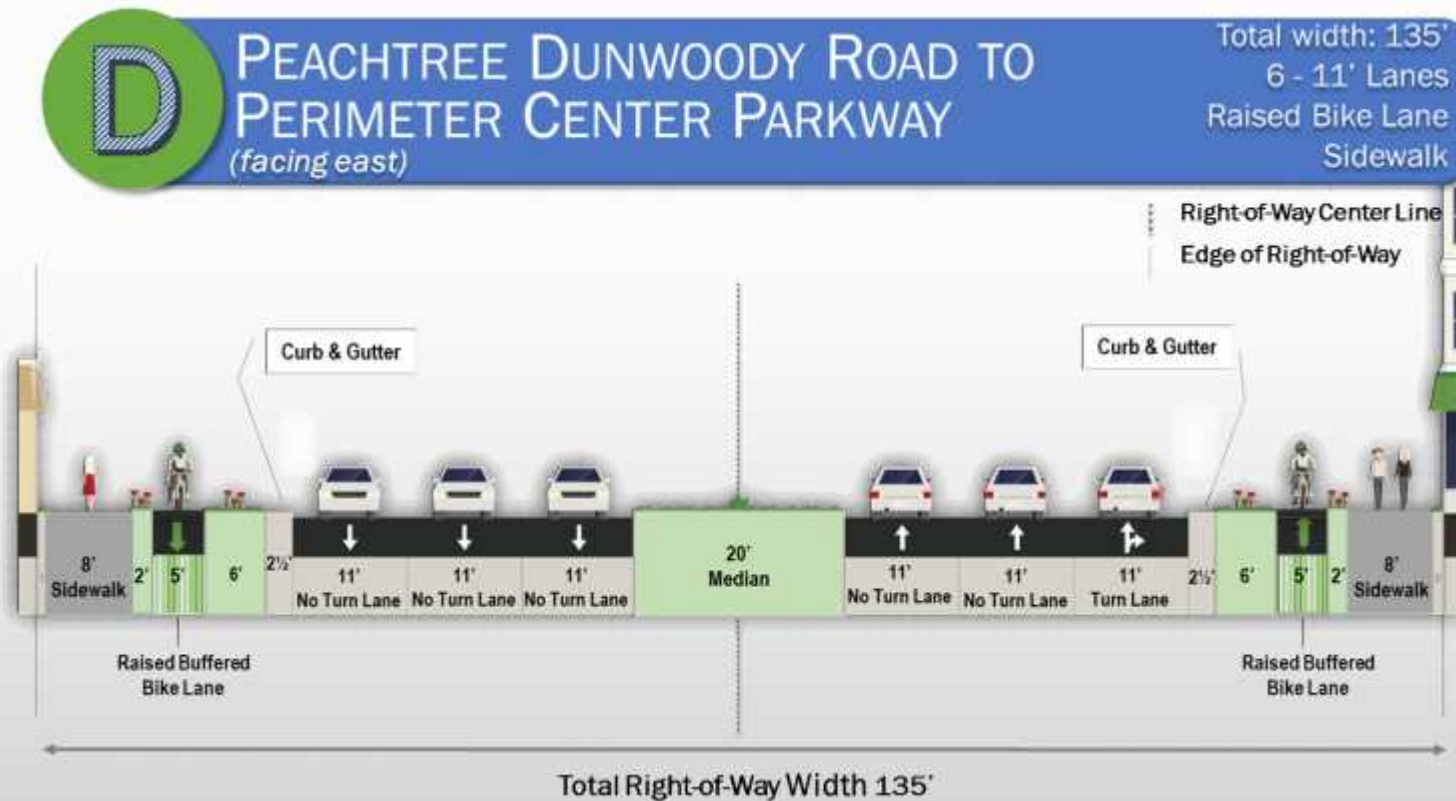
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Typical Roadway Cross-Section C



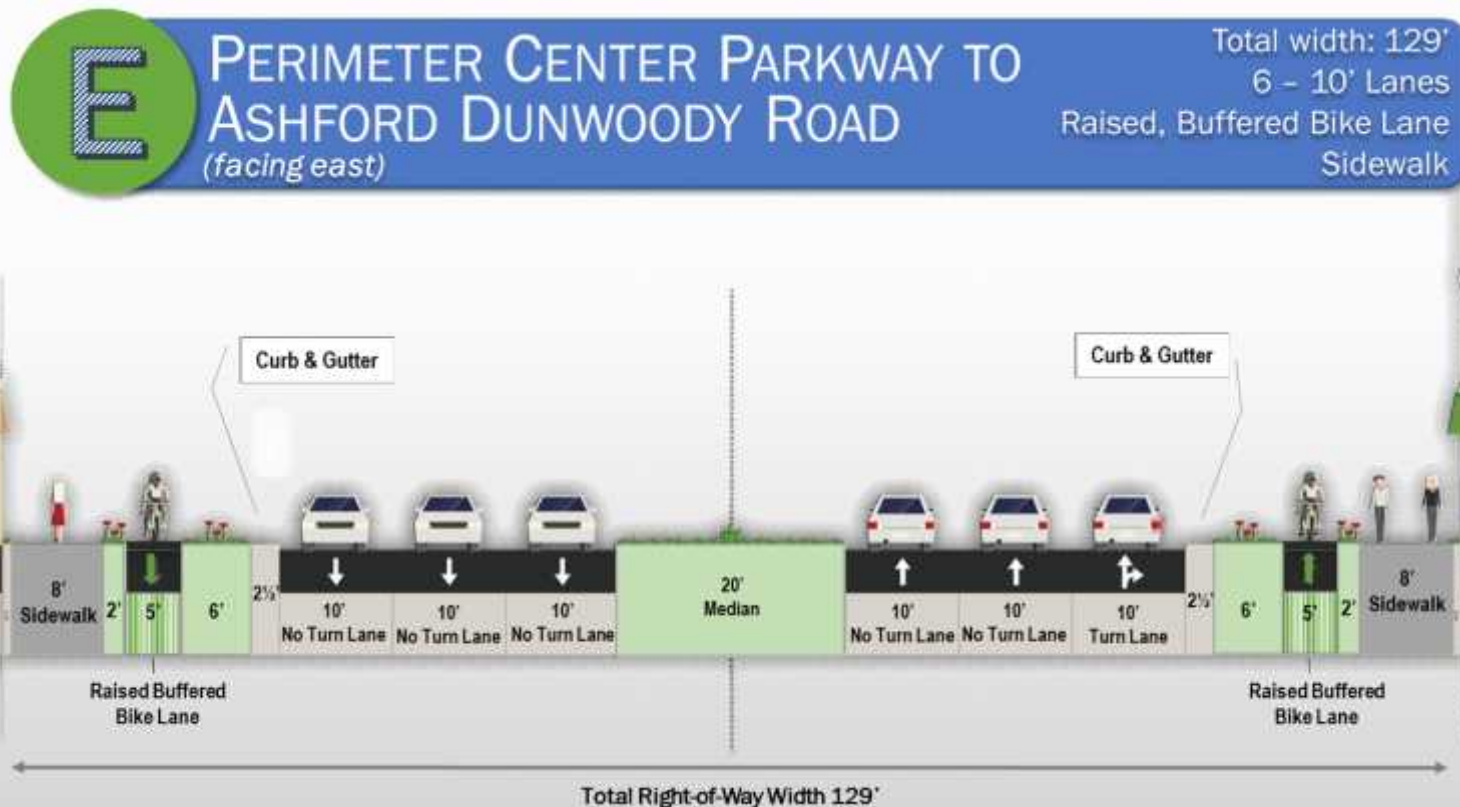
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Typical Roadway Cross-Section D



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Typical Roadway Cross-Section E



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Project Fact Sheet

HAMMOND DRIVE CORRIDOR STUDY

CONTENT

The Townside area, including both the Cities of Dunwoody and Sandy Springs, is one of the premier business districts in the Southeast, with more than 125,000 employees and 26 million square feet of office space and mixed-use development. The area is home to several Fortune 500 companies, corporate headquarters, residences, and transportation infrastructure that is critical to the Atlanta region, including Georgia 400, I-285, local corridors, and MARTA's subway. The area has experienced significant population, job growth and development in recent years.

OVERVIEW

Hammond Drive is an important corridor in the Townside area. Average daily traffic volume ranges from 16,500 to 20,000 vehicles and the corridor is home to several new and planned developments. One of the main goals for the area is to establish a walkable and bikeable center for employees, residents, patrons, and visitors.

In light of new and proposed development, the Cities of Dunwoody and Sandy Springs, in collaboration with the Perimeter Community Improvement District (PCID), have partnered to evaluate auto, pedestrian, bicycle, and transit accommodations along the Hammond Drive corridor. The primary objectives of the study are to:

- Evaluate traffic impacts along Hammond Drive and adjacent arterials and develop a road network and recommendations for improvements to mitigate these impacts.
- Evaluate proposed adjacent projects for potential to provide public roles along Hammond Drive.
- Develop a streetscape recommendations.
- Develop a plan that promotes a variety of transportation modes, including biking and walking, along the corridor.

ACTIVITIES AND SCHEDULE

Key project activities and schedule are not limited to:

- Review and analyze available traffic and crash data.
- Prepare an existing conditions report describing current roadway, sidewalks, transit developments, and planned transportation projects.
- Develop alternative improvement options to address all modes of transportation, including a streetscape plan.
- Review the CIP and PCID to review alternative and infrastructure.
- Conduct a public information open house to solicit input and feedback from stakeholders.
- Prepare a final report.

The project began in July 2015 and is planned to conclude in April of 2016.

WANT TO LEARN MORE?

For additional information, please contact the project manager:

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PERIMETER CENTER
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Next Steps

- **Arrangements for the PIOH are finalized**
- **GS&P documents public comments**
- **Draft recommendations are refined, if needed**
- **Final corridor plan is completed**